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LOTS OF ICE IN INNER HARBOR.

NONE OF OFF-SHORE FLEET IN
GILL NETTERS HAD SMALL
LOTS.

It was another bleak day along the water front this morning and not an off-shore craft has arrived since yesterday forenoon.

A number of the shore boats are in, while the fleet of gill netters brought in a few fares yesterday, although some of the crafts did not pick up their nets at all.

The inner harbor is pretty well frozen over, a huge sheet of ice extending across the channel from Parkhurst's railways while the Rocky Neck out to the Black Rock spindle is also ice bound.

The ice around the docks is quite thick, crafts hauled up in the coves being frozen in fast. This morning banks of vapor hung over the water, and sheets of ice were making at the wharves at the fort and Harbor Cove and out toward the edge of the outer harbor.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rita A. Viator, shore.
Sch. Galatea, shore.
Sch. Actor, shore.
Sch. Mary DeCosta, shore.
Sch. Walter P. Goulart, shore.
Sch. Jorgina, shore.
Sch. Manomet, shore.
Sch. Rebecca, shore.
Sch. Adeline, shore.
Sch. Mary P. Goulart, shore.
Str. Enterprise, gill netting, 5000

lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500

lbs. fresh fish.

Str. Prince Olaf, gill netting, 12,000

lbs. fresh fish, (catch for three days.)

Str. Alice, gill netting, 1200 lbs.

fresh fish.

Str. Weazel, gill netting, 1800 lbs.

fresh fish.

Str. Nomad, gill netting, 2000 lbs.

fresh fish.

Str. Margaret D., gill netting, 5000

lbs. fresh fish.

Str. Quoddy, gill netting.

Str. Eagle, gill netting.

Str. F. S. Willard, gill netting, 2500

lbs. fresh fish.

Vessels Sailed.

Sch. Harry A. Nickerson, in tow of tug Nellie, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$2.50 per bbl.

Fishing Fleet Movements.

Sch. Lillian, Capt. A. Clarence Malone, of this port, was at Lunenburg, N. S., last Sunday with 12,000 pounds of fresh fish. Capt. Malone reports fish very scarce and rough weather on the grounds.

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LOCAL FISH SHIPMENTS.

HAVE NOT BEEN AFFECTED BY
THE BIG STRIKE IN
BOSTON.

The longshoremen's strike at Boston still continues, and at a meeting of the Boston & Maine freight handlers at the Hoosac Tunnel docks and Mystic wharf, the men voted to remain on strike in sympathy with the striking longshoremen.

The men were notified not to leave their work by the leaders of their union without orders from the latter, and a division of sentiment is said to be prevalent among them.

General Superintendent Lee of the Boston & Maine says there has been no strike on the part of the employees of the road, and that while he did not wish to discuss the provisions which had been made against such a contingency, it is known that it was decided not to employ such men as are generally used to break a strike, but word was sent to the principal cities on the system to engage men, and having once employed them the road would keep them permanently at work.

The strike thus far has not affected local fish shipments to any extent, as the latter, if in carload lots, are sent either by way of Salem or through the Warren bridge transfer at Charlestown, while smaller lots are transferred at the Rutherford avenue freight house.

The Boston & Maine are reporting to be making arrangements to ship more goods by way of Salem if the strike threatens to affect them seriously.

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THREE LITTLE SHORE CRAFT.

ALL THERE IS AT T WHARF THIS
MORNING WITH
FISH.

Three shore crafts with small fares constituted the only ground fish arrivals at T wharf, Boston, this morning, aggregating about 20,000 pounds among them.

Haddock sold from \$6.25 to \$6.50 a hundred, large cod, \$7, market, \$6 and pollock \$5.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Little Fannie, 2500 haddock, 1000 cod, 1200 pollock.

Sch. Stranger, 4000 haddock, 500 cod, 2500 hake.

Sch. Warren M. Goodspeed, 5000 haddock, 1700 cod, 1500 hake.

Haddock, \$6.25 to \$6.50 per cwt.; large cod, \$7; market cod, \$6; pollock, \$5.

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ALL THE CREW FROST BITTEN.

CAPT. CHARLES NELSON RE-
PORTS TERRIBLE NIGHT OUT
IN THE BAY.

Sch. Little Fannie arrived at T wharf, Boston, shortly before 5 o'clock this morning, badly iced up. Capt. Charles Nelson reporting very bad weather outside during yesterday afternoon and last night.

The cold was intense, while a heavy sheet of vapor hung over the water, making it necessary to keep a man aloft all the way in to distinguish the lights. All the crew suffered more or less from frost bites.

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THE CHAMPION CLAM.

While digging for clams at Orleans on Wednesday, Ralph Rogers found one that was 6 inches long and 5 inches wide across the shell. The clam weighed 1 pounds and is said to be the biggest clam ever found on Cape Cod.

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COURSE OF ACTION MAPPED OUT

A Local Fight Against
Beam Trawling Is Be-
ginning In earnest.

Trustees and Finance
Committee Selected at
the Meeting.

The local committee which will gather data, furnish ways and means, and in fact have charge of the interests at this port in the movement to eradicate the beam and otter trawler from the fishing banks, and prevent the marketing of their catches in United States ports held a meeting at the rooms of the Master Mariners' Association, Saturday evening.

Those present were Capt. Henry M. Atwood, Capt. John A. McKinnon, Capt. George E. Heckman, Capt. Reuben Cameron, Capt. Lemuel E. Spinney, J. Manuel Marshall, Frank C. Pearce, Capt. James H. Stapleton and Richard W. Freeman.

Realizing the fight that will be put up against Congressman Gardner's bill for the elimination of the beam and otter trawler, backed by powerful interests, the local committee will start in earnest to gather all the data and statistics available, as well as expert authority on the havoc that is being wrought to sea bottoms on the fishing grounds by the steam trawler which sooner or later will reduce the fleet of schooners and importance of the fishing industry.

To this end, a finance committee was appointed consisting of Capt. Henry M. Atwood, Capt. Carl C. Young and Richard W. Freeman. Trustees were also appointed, they being Frank C. Pearce, Fred L. Davis and Benjamin A. Smith. Richard W. Freeman, secretary of the Board of Trade is secretary and treasurer of the local general committee.

Not only the fishing vessel owners and captains are interesting themselves, but the men of the fleet will assist in the movement. When the Gardner bill comes up for hearing before the House committee at Washington, there will be an abundance of accumulative evidence to show why legislation is necessary.

Capt. Frank Nunan's Opinion.

Capt. Frank Nunan, chief owner of the fishing sch. Elizabeth W. Nunan, as well as the Sadie and Richard Nunan, and who has followed the fishing trade for over a quarter of a century, declared in an interview recently that the steam trawlers are doing an incalculable harm to the fishing industry and driving many schooners out of business or else compelling their owners to seek more remote fishing grounds.

"The steam trawlers," said Capt. Nunan, "mean that the schooners must give way sooner or later. It must be either the one or the other in time, and indications point to the supremacy of the steamers."

"When we stop to consider that over 400 steam trawlers are at work in English waters it is only fair to presume that the fleet in Boston will be materially increased in the future. Addition to their force of steamers

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will demand doing away with many of the fishing schooners in the unfair competition.

"Our sailors who now keep on the schooners must look for their keep elsewhere, for the steam trawlers are bound to make the fishing business for the schooner crews less alluring."

"Florida waterways are beckoning to many of our schooner owners now. Some have already sent their craft to the Pacific coast. Newfoundland has this week called the Metamora, one of the largest fishing schooners in the local trade."

"The Joseph Cromwell and the Gladys and Sabra, two other smart schooners, have been sold and sent to Cuba, probably to be converted into small freight boats for the insular trade. Now that the Swell has been added to the steamer fleet I shall expect to see other schooners sold and removed from the Boston trade."

"Skippers who hold ownership in their vessels are finding little difference at present in the trade, but only a small number of schooner captains have interests in their boats. These are the men who fear their livelihoods will be swept away by the coming of the steam trawlers."

"In off-seasons in the fish supply the steam trawlers can easily take care of the demand by Boston, especially in the summer months. Such a fact signifies that the presence of the steam trawlers is not in vain, and I dare say they could avert a fish famine because of their speed in reaching port even with a less desirable cargo."

"I do not expect to see the Gardner bill pass. It stands to reason that the powerful interests behind the steam trawlers will wage a bitter fight against it."

"As it is now, many of the fishing schooners are engaged in shore fishing, but these same boats would be at the larger fishing grounds if it were believed the catch would be sufficiently good there for them."

"The great harm of the steam trawlers is the havoc they are causing to the sea bottoms in the fishing grounds. Under the present advance, sooner or later the fishing industry of Boston will be materially reduced, many schooners will be sent elsewhere, and many fishermen will be looking for other jobs."

"But the old fishermen has weathered too many gales to be utterly disheartened now at the coming of still more steam trawlers. His protest in Boston has joined with that from mariners in Gloucester and Provincetown and elsewhere on the Massachusetts

coast, and the relief he is hopeful of seeing is in the adoption by Congress of the law aiming to curb the encroachment of the steam vessels."

"Representative A. P. Gardner of Essex County has the backing of the great majority of the fishermen in his bill to prohibit the admission into any port in this country of any kind of fish caught by beam or other trawls used in dragging the sea bottoms."

"On the other hand, the backers of the steam-trawling vessels have let it be known that they propose to fight the measure introduced in Congress by Mr. Gardner. The bill is in the hands of the House committee. Congressman Gardner and the fishing interests he represents will insist that the bill be laid before the national lawmakers. He wants to see the steam-trawling vessels withdrawn."

"The conservation of the fishing grounds and the preservation of the thousands of deep-water sailors are the two issues. They are inseparable. The propagating of fish, says fishermen, demands that the steam trawlers discontinue the use of the so-called otter trawl, which scrapes the sea bottoms and ruthlessly destroys all sea life."

"The preservation of the sailors engaged in the deep sea fishing depends on a less unfair competition or the abolition of the otter trawls."

"We laughed at the steam trawler Spray when she first entered the fishing trade," declared Captain Nunan. "Now the Spray's owners are laughing at us. Some schooners are still paying a profit in the trade, but who of us can say how long this will be so?"

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HERRING FLEET TRAPPED BY GALE AND ICE FLOE.

Wild Dash For the Gulf was Frustrated by Heavy Southeaster

Two Craft Thrown Ashore and Wrecked, Government Aid Asked.

Twenty-five vessels of the herring fleet are ice bound at Bay of Islands and Bonne Bay, N. F. The government has been asked to send a revenue cutter to their relief. The terrific gale which swept the Atlantic coast last week has brought disaster to Gloucester crafts at Newfoundland, sch. William E. Morrissey being ashore at Table Point, 15 miles below Port Saunders, where she is a total loss, while sch. Helen G. Wells is ashore at Sandy Point, Bay of St. George, but will probably be saved. No lives are reported lost on either craft.

Wreck of the Morrissey and Wells.

The storm that has raged along the Newfoundland coast since last Tuesday is the worst for years. No details have been received from Capt. Charles Daley of the Morrissey concerning the disaster, such information as has been learned having been received from the Bay of Islands yesterday by Benjamin A. Smith, vessel manager of the Gorton-Pew Fisheries Company's fleet of vessels. The craft left the Bay of Islands Friday in an attempt to make Port au Basques, but encountered a severe southeasterly gale and was driven back and cast ashore at Table Point, 15 miles below Port Saunders. The Morrissey had about a half load of frozen herring and hoped to take on enough to complete her cargo at Port au Basques.

Mr. Smith has also received a dispatch from Bay of St. George, N. F., stating that the company's schooner, Helen G. Wells, Capt. Hackett, with 200,000 pounds cured fish aboard, had dragged her anchors and had gone ashore.

The cargo has been removed and shipped overland, but the prospects now are that the craft will remain where she is, for owing to the locality where she lies, it will be impossible to make repairs until next spring.

25 Crafts Storm and Ice Bound.

According to further telegrams from the west coast of Newfoundland received, about 25 vessels with full cargoes, principally of frozen herring, are tied up at Bonne Bay and at the Bay of Islands and unless a southerly wind sets in will be sealed in at those points for the long winter.

All these crafts have herring on board.

It will be impracticable to unload these fish and transport them overland to Port aux Basques and reload. Furthermore, the vessels will be seriously delayed in refitting and getting ready for the spring fishing. The vessels have been waiting a chance

during the past week to sail, the blizzard which has swept the continent, keeping them in port.

Saturday the fleet left both Bonne Bay and the Woods Island at the Bay of Islands in an attempt to dash down the coast to Port aux Basques and there await a favorable chance to set sail for home, but a short, fierce southeast gale set in, driving them back. The schooners at Bonne Bay are: Oriole, Sylvania, Bohemia, Gossip, T. M. Nicholson, the latter of Bucksport, the British sch. Strathcona and the Smuggler. Among those at the Bay of Islands are the Aloha Saladin, Athlete, John R. Bradley, Veda M. McKown, Senator Gardner, beside others. All are laden with frozen herring and salt.

The ice fields have come down the coast and are now abreast Lark Harbor, outside the Bay of Islands. According to dispatches, it is made up of what the fishermen call "slob" or broken ice through which, with a fair wind, a vessel can be sailed.

Last evening brought no assurance of relief, as a heavy northwest wind is reported and this will blow the ice pack down the coast.

Local advices this morning say that no heavy Gulf ice from Anticosti and Labrador coasts is yet reported in the gulf and if the fleet can get clear from the bays there is a chance to get out and on the way home safely.

The sudden change here this morning has brought encouragement to the situation, and should a favorable wind come down there the crafts will make another dash to get outside and start for home.

A telegram has been sent to Washington, D. C., by the Gloucester Mutual Fishing Insurance company inquiring if there is a revenue cutter that is available that can be sent to Newfoundland to assist the ice-bound crafts.

Telegrams received this afternoon show that the authorities at Washington have acceded to the requests of the owners of vessels here and will send two cutters to Bay of Islands and Bonne Bay, N. F., to the assistance of the vessels threatened with the ice floe.

One despatch says that the revenue cutters Androscoggin and Seneca will be sent and another despatch gives the names of the Gresham and Androscoggin.

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FINE TRIPS, BIG PRICES.

HADDOCKERS AT T WHARF TODAY
WILL BE MONEY
WINNERS.

After the quiet spell at T wharf, Boston, last week, business started in brisk today, the first of the week, a total of 22 crafts being there this morning.

A number of crafts came in from off shore yesterday after having experienced the very worst kind of weather. Among the largest fares are those of sch. Rex with 79,000 pounds, Pontiac, 58,000 pounds, Gov. Foss, 33,000, pounds, Aspinet, 50,000 pounds, Raymah 43,000 pounds, Thomas S. Gorton, 35,000 pounds, and the beam trawlers, Crest, Foam and Ripple with 46,000 43,000 and 54,000 pounds each.

Haddock brought \$3.75 to \$6 a hundred weight, large cod, \$5 to \$6.25, markets, \$4 to \$6, hake, \$5 to \$6, pollock \$4 and halibut at 25 cents a pound for white and 15 cents a pound for gray.

Boston Arrivals.

The fares and prices in detail are:
Sch. Manomet, 3000 haddock, 700 cod.
Sch. Genesta, 2500 haddock, 500 cod.
Sch. Mabel Bryson, 1500 haddock, 3200 cod.
Sch. On Time, 1700 cod.
Sch. Washakie, 8000 haddock, 1600 cod.
Sch. Yankee, 1200 haddock, 200 cod.
Sch. Thomas S. Gorton, 18,000 haddock, 8500 cod, 5000 cusk, 2000 halibut.
Sch. Pontiac, 46,000 haddock, 12,000 cod.
Sch. Mary B. Greer, 7500 haddock, 1000 cod.
Sch. Azorean.
Str. Crest, 44,000 haddock, 2000 cod.
Str. Foam, 43,000 haddock.
Str. Ripple, 53,000 haddock, 1000 cod.
Sch. Rex, 60,000 haddock, 19,000 cod.
Sch. Gov Foss, 20,000 haddock, 13,000 cod.
Sch. Raymah, 42,000 haddock, 1000 cod.
Sch. Virginia, 22,000 haddock, 2500 cod.
Sch. Aspinet, 30,000 haddock, 20,000 cod.
Sch. Belbina P. Domingoes, 9000 haddock, 1500 cod.
Sch. Rose Standish, 1200 haddock.
Sch. Olive F. Hutchings, 1000 haddock, 2400 cod.
Sch. Dixie, 400 cod, 2700 hake.
Haddock, \$5.75 to \$6 per cwt.; large cod, \$5 to \$6.25; market cod, \$4 to \$6; hake, \$5 to \$6; pollock, \$4; halibut, 25c per lb., 15c per lb. for gray.

DO WHALES HAVE TOOTHACHE?

Do whales have toothache in proportion to the number and size of their molars? Capt. Masellus of the British steamship Kattenturm believes yes. And this is why. The Kattenturm was in the vicinity of Maderia recently. A whale 70 feet long, had been following the ship, stopping now and then to feel of its mouth with its flukes.

Capt. Masellus focused a glass when the monster opened its mouth wide enough to take in a lookout's basket without crowding. By aid of the binoculars he noted that one of the teeth or something that would pass for a tooth, was bolstered by an inflamed jaw. An officer suggested that the whale was trying to ask for the ship's doctor.

The whale presently disappeared, and a minute later breached, belloyed and spouted as if in great distress. Again it sounded, to reappear with such commotion that the Kattenturm rolled to the disturbance. Again the monster sounded, seemingly to the bottom of the ocean, it was gone so long.

But the whale, according to Capt. Masellus, went deep in order to get a start for one of the most remarkable breaches a whale ever made. Out of water it rose its entire length, swaying and spouting as if in excruciating pain, say the freighter's people, and it landed on the sea with such a tremendous crash that the Kattenturm's bell tolled dismally.

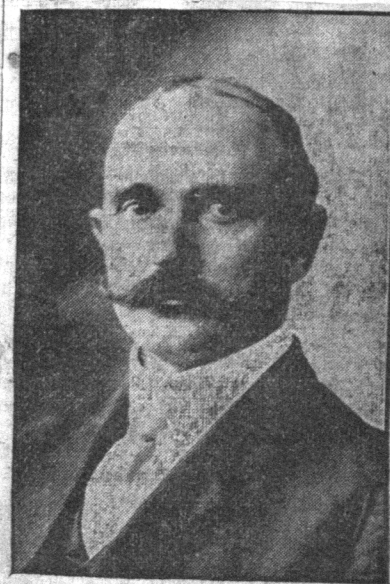
Some of the freighter's officers believe that the whale was trying to get rid of the offending tooth by knocking it out.

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SIZE OF THE FRESH HERRING BASKETS.

Representative Knowles
Wants It Fixed by Law
and Introduces Bill.



REP. H. BERT KNOWLES,
Who Wants Size of Herring Baskets
Legally Defined.

Representative H. Bert Knowles of this city, is the author of a petition seeking legislation to regulate the size and capacity of baskets and other receptacles used in the purchase or sale of fresh herring by measure.

The bill provides that all baskets or other receptacles used for the purchase or sale of fresh herring or other fresh fish sold by measure shall contain the number of cubic inches specified as the United States standard dry measure bushel basket, 2150.42 cubic inches, or the two bushel baskets of 4300.84 cubic inches. Said receptacle shall be filled level full and shall be tested and sealed by the sealer of weights and measures before being used.

The bill carries the same penalty for violation as is provided in section 30, chapter 62 of the revised laws.

Representative Knowles has also filed a resolve upon the petition of James S. Steele, Fred L. Davis and George O. Stacy, park commissioners of this city, providing that the sum of \$10,000 be apportioned for the improvement of Annisquam river and the portion of the banks of the Cut canal, so-called, the same to be dispensed during the direction of the harbor and land commission.

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FOUR ARRIVALS FROM OFF SHORE

TWO HERRINGERS IN ALSO TWO
DECK HANDLINERS WITH
SMALL FARES.

Two more of the Newfoundland herring fleet have arrived, sch. Lucinda I. Lowell with 1030 barrels of salt, 60 barrels pickled and 50 barrels of frozen herring, while the Titania which arrived here shortly before noon today has a load of salt and pickled herring. Both crafts are from the Bay of Islands.

Schs. William H. Moody and Mary E. Harty, deck handliners, are also here from the eastward, the former with 18,000 pounds and the latter 12,000 pounds of salt cod. Several of the shore boats that have come in Saturday have small fresh fares.

The gill netters stayed in Saturday, but yesterday some of the larger ones were out and brought in their average fares.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lucinda I. Lowell, Bay of Islands, 1030 bbls. salt herring, 60 bbls. pickled herring, 50 bbls. frozen herring.
Sch. Mary P. Goulart, shore, 5000 lbs. fresh fish.
Sch. Jeanette, shore, 5000 lbs. fresh fish.
Sch. Mary E. Silveria, shore, 4000 lbs. fresh fish.

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Fishing Fleet Movements.

Four Gloucester schooners spent New Year's in this port says the North Sydney Herald. They were the Jennie B. Hodgdon, Capt. John Keoughan, the Smuggler and W. E. Morrissey for Bay of Islands, and the Titania, on her way home from the latter place.

Reports Heavy Weather.

Sch. Rex, Capt. Lyman Wildes, of this port, one of the fleet at T wharf this morning, broke her fore boom during the heavy blow last week. Capt. Wildes reports the worst weather of the winter during the trip.

Gresham Towed Sch. Titania Here.

Sch. Titania from Bay of Islands, N. F., which was towed into Cape Cod Saturday by the revenue cutter Gresham arrived in port this forenoon in tow of the Gresham.

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Sch. Clara G. Silva, shore, 4000 lbs. fresh fish.
Sch. Mary Emerson, shore.
Str. Nomad, gill netting, 7000 lbs. fresh fish.
Str. Enterprise, gill netting, 5000 lbs. fresh fish.
Str. F. S. Willard, gill netting, 4000 lbs. fresh fish.
Str. Mindora, gill netting, 1500 lbs. fresh fish.
Str. Margaret D., gill netting, 4800 lbs. fresh fish.
Str. Bethulia, gill netting, 6000 lbs. fresh fish.
Str. Venture, gill netting.
Sch. William H. Moody, eastern deck handlining, 18,000 lbs. salt cod.
Sch. Mary E. Harty, eastern deck handlining, 12,000 lbs. salt herring.
Sch. Titania, Bay of Islands, N. F., salt and frozen herring.

Vessels Sailed.

Sch. Mary F. Curtis, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock, 90c; round 80c.
Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$2.50 per bbl.

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Market Boats In Port.

All the market fleet which left here Saturday evening have returned to port today.

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LOBSTER FACTS AND FIGURES

The lobster fisheries of Canada, which next to those of the codfish and salmon are most valuable to the dominion, have yielded, from 1869 to 1906 inclusive, a grand value of \$83,291,553. In 1897 the produce of this fishery was 23,721,000 pounds, valued at \$3,485,265. Ten years later, in 1906, the yield had dropped to 10,132,000 pounds, but though less than one-half as great, it had nearly the same estimated value, namely, \$3,422,927. Notwithstanding the increased cost to the consumer, the total value of the fishery has begun to fall, the product for 1906 being less by half a million dollars than that of 1905.

The lobster grounds of the Atlantic coast were the finest the world has ever produced. In Canada alone 100,000,000 lobsters have been captured in a single year. If properly dealt with it would seem as if this vast natural preserve should have yielded lobsters in abundance and good size for generations and even centuries to come. But instead lean and still leaner years soon followed those of plenty, first in the older and more accessible regions of the fishery until the decline, which has been watched for more than three decades, has extended to practically every part of this vast area.

The official statistics for the state of Massachusetts afford pertinent illustrations of the older and newer phases in this history. Thus, in Massachusetts in 1890, 373 fishermen, working 19,554 traps, caught 1,612,129 lobsters of legal size and 70,909 egg-bearing females, with an average

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catch per pot of 32. Fifteen years later it required 287 fishermen, using 13,829 traps, to produce about one quarter of this number, or 426,471, and less than one-seventh the number of egg lobsters, or 9865; while the catch per trap had diminished by nearly two-thirds, and was only 31. No substantial increase followed until 1907, when the legal length was reduced to 9 inches, and this was undoubtedly due to the large number of small lobsters caught.

The total product of the lobster fisheries in the United States for 1892 was 23,724,525 pounds, about three-fifths of which were furnished by Maine, and valued at \$1,062,392. It is significant to notice that 13 years later, in 1905, the total yield, had fallen to 11,898,136 pounds, with a value of \$1,364,721. In other words, during this comparatively short interval, the supply was practically cut in two, but the value greatly enhanced.

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CAPT. STANLEY SCORES AGAIN.

IN HERE THIS MORNING WITH FINE FARE FROM THE CAPE SHORE.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, is the only arrival here today, the craft bringing in a fine fare of 80,000 pounds of fresh fish.

Capt. Stanley ran into bad weather, but struck some good fishing, nevertheless, on the Cape Shore, arriving home in time to strike a good market, which will net him and his crew a fine share.

The fleet of gill netters were unable to fish yesterday on account of the weather, but got underway this morning, and are outside on the grounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lizzie M. Stanley, Cape Shore, 80,000 lbs. fresh fish.
Sch. Elva L. Spurling, shore.
Sch. Flavilla, shore.

Vessels Sailed.

Sch. Marsala, Georges handlining.
Sch. Jubilee, Georges handlining.
Sch. Effie M. Prior, haddocking.
Sch. Slade Gorton, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock, 90c; round 80c.
Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$2.50 per bbl.

BIG LOSS OF LIFE.

Over One Hundred Russian Fishermen Lost on An Ice Floe.

By the breaking away of an ice floe, 109 fishermen have been driven out to sea near the village of Ganjuseelan. No trace of them has been found by the small boats sent out to their rescue. It is believed that they have all been drowned in the Caspian Sea.

Jan. 16.

PRAISE FOR CAPTAIN OF GRESHAM.

Capt. Nickerson of the Sch. Titania Tells of His Splendid Service.

When the revenue cutter Gresham hailed the sch. Titania of this port, anchored inside Handkerchief shoal last Saturday morning, a more thankful lot than Capt. Edward L. Nickerson and his crew could scarcely have been found anywhere after having weathered the heavy gales and encountered all kinds of weather for over a week which drove the craft from her course and prevented them from making their port.

The Titania arrived here yesterday morning in tow of the Gresham, having left Bass River, Cape Cod, early the evening before, where she had been towed in for safety after being picked up by the cutter Saturday forenoon.

Capt. Nickerson was seen by a Times representative yesterday afternoon and spoke in highest of terms of the assistance rendered by Capt. Winram of the Gresham, who not only brought them into a haven of safety, but towed them home. "Too much cannot be said for the captain of the Gresham," said Capt. Nickerson, "for he not only did us splendid service, but other crafts in that vicinity that were in serious danger as well."

The Titania left Bay of Islands, N. F., on December 30, schs. Lucinda I. Lowell and Priscilla Smith coming out the same day. The latter craft got a good headway and arrived home several days ago, while the Lucinda I. Lowell arrived Saturday night.

The first bad weather that Capt. Nickerson struck was off Cashes, less than 80 miles from home, when a heavy northwester struck in and it blew and howled a terrific gale. The craft sometimes lay hove to, at other times under reef sails, and then bare poles, and at times jogged. This

was a week ago last Friday, and during the height of the blow the craft lost her jib, besides damaging her foresail quite badly.

As the wind abated, the Titania continued along until last Tuesday, when about 12 miles off Thacher's Island and almost in sight of home, she ran into a heavy northeaster which again blew the craft off. The craft was carried far out in the Atlantic and after being battered about and several hundred miles from port, Capt. Nickerson headed in and sighted Cape Cod and started across Nantucket shoals.

Friday evening the craft successfully passed over Handkerchief shoal and anchored. The vessel was a mass of ice fore and aft, while an ice field stretched entirely over the shoal, leaving no clear water in sight. Signals of distress were set, and all that night and until Saturday morning at 10 o'clock, the craft lay to, when the Gresham sighted her and put out to her assistance. The cutter hove a line on board, and Capt. Nickerson picked up his anchor and was towed into Bass River.

Capt. Winram told Capt. Nickerson that he would tow him to Gloucester that day, but was called out to render assistance to another craft, and was unable to get away until Sunday evening.

Outside of being thoroughly tired after being up night and day, for a week, none of the crew of the Titania suffered any severe hardship. They were glad to get home after their experience.

When Capt. Nickerson left for home, there was no ice at the Bay of Islands. There was plenty of herring, and he got a good part of his load in three days, but the cold weather which froze up the arms greatly hampered fishing operations by the native fishermen and he had to wait considerably longer to complete his cargo.

Jan. 16.

The Pacific Cod Catch.

Notwithstanding that Gloucester, Mass., is the centre of the world's codfish industry, nearly 6,000,000 pounds of codfish are the annual output of the Pacific coast, says the Fishing Gazette. About 1,500,000 fish have to be caught to make up the output mentioned, and Anacortes, Wash., packs more than half the codfish caught in Behring Sea and other Alaskan waters.

The Texas Fish Catch.

From the statistics of the State Fish Commission of Texas it is learned that the output of fish for the year 1911 was 3,231,159 pounds, valued at \$258,492, and for the year 1910 the output was 3,872,750 pounds, valued at \$309,820, a decrease in 1911 of 641,591 pounds, and of value \$51,328.

Quite a Difference.

A total of 31 fares, aggregating 996,000 pounds of ground fish landed at Boston for the week ending January 12 against 112 arrivals or 2,723,600 pounds for the corresponding period in 1911.

The Titania's Fare.

Sch. Titania which arrived here yesterday from Bay of Islands, N. F., via Provincetown in tow of the cutter Gresham, had 1190 barrels of salt herring and 46 barrels of pickled herring.

Jan. 16.

Interesting Investigation.

To show that an immense number of non-edible fish come into Buzzard's Bay, to the detriment of hook and line and other fishing, is the object of a petition to the Massachusetts Legislature for an investigation by the fish commission, made by Joseph Walsh. The investigation is to take place this summer, if decided upon, and a report is to be made next year.

Jan. 16.

Porto Rico Notes.

Arrivals of fishstuffs since December 26 at San Juan and other points in Porto Rico up to January 2 were 615 tierces codfish, 170 barrels, 300 boxes herring, 40 tierces haddock, 50 tierces pollock and 300 boxes bloaters. The market for fish is dull and, according to the weekly market report of S. Ramirez & Co., values have declined somewhat, but dealers look for a revival of trade soon. The firm quote on usual net at whar basis: Codfish, \$7.50 to \$7.75 per 100 lbs.; pollock and haddock, \$5 to \$5.25.

Big Rock in Otter Trawl.

Fishing out on the southeast part of Georges the steam trawler Crest's net brought up a great rock. The rock, smooth as polished marble, oblong in shape and granitic in composition, weighed several tons, and was the largest object of the kind ever brought in here by a steam trawler. It looked as though it might have formed part of the cargo of a stone barge.

Trustee Appointed.

At the first meeting of the creditors of the Boston Fisheries Co. in the U. S. Bankruptcy Court, before Referee Olmstead, Fitz Henry Smith, Jr., was elected trustee. His bond was fixed at \$3,000, the same amount as when he was made receiver.

Better Wait a While.

It is reported that some of the fish dealers on T wharf at Boston, Mass., are already making selections of space for steamers on the new fish wharf now in process of construction in South Boston.